

Evening Telegraph

A DAILY AFTERNOON NEWSPAPER.

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To Advertisers.

Owing to the great increase in the circulation of this paper, we are compelled to go to press at an early hour, and therefore cannot have it handed to us as soon as 10 o'clock, if possible, to secure them as inserted in its columns.

FRIDAY, NOVEMBER 18, 1864.

NATIONAL ENTERPRISE.

"Westward the course of empire takes its way" is a sentiment too flattering to our national vanity to be allowed to sink into oblivion. The records of the past all declare that civilization always follows the course of the sun. Starting amid the plains of India, it gradually extended its benign influence over Syria and Egypt. Ages rolled by, and Greece received the warmth of its light; still later, Europe became illumined; and in the fifteenth century it followed the orb of day across the broad Atlantic, and continues its vivifying journey over a western world. New England, the birthplace of all "heroes and sibyls," has also ushered into existence all the great ideas for moral and mental improvement. Her love of progress has caused her to commit many errors; but the blessings she has given to our common country far outnumber the evils she has inflicted. To the inventive genius of one of her sons the South owes the cotton Jenny, the mainstay of slavery.

The incentive to exertion which she has radiated over the North, have caused flourishing villages and iron roads to spring up in all our "desert places." Over the whole land dashes the iron-horse, bearing from point to point, from farm to market, the fruits of the teeming industry of our people. The great cause of internal improvements was a parent worthy of its magnitude. The Great Commissioneer, with his living eloquence, his irresistible logic, and his indomitable perseverance, gathered, fostered, and raised into successful operation the glorious system of natural internal improvement. Canals, railways, and highways owe to him their existence. No sooner was the system suggested than Northern enterprise took it in hand and fostered it until it achieved perfection.

The grand crowning efforts of the system are now shortly to be completed. After years of defeat, through the non-advancing principle of the Southern autocrats, the Grand Pacific Railroad is fairly under way, and will shortly be completed. The new road will bound a continent, and steam will bear the products of the Atlantic coast across a world, for shipment in the sister ocean of the West. The grand triumph of enterprise will be accomplished, and the two great oceans of the globe be connected. The boasted triumph of laying the electric telegraph across the Atlantic sinks into insignificance when compared with this great victory over all the obstacles of nature. Mountains, rivers, plains, and deserts are spanned, and the bulwarks of creation subdued by the enterprise of man.

The command of XERXES to remove a mountain in Greece received the indignant scoffings of all the historians of antiquity. What would have been their comments could we have foreseen the determination of a great people to lay a road of iron across a continent, leaping over rivers, crossing mountains, and scaling the battlements erected by Nature's God!

The conception of the work was sublime, the execution is the greatest monument to the skill of man. And first among the seven wonders of the world of the nineteenth century will rank, in futurity, the Pacific Railroad.

COMMODORE WINSLOW'S SPEECH.

Last Tuesday evening a banquet was given by the merchants and ship-owners of Boston in honor of COMMODORE WINSLOW. The Commodore made a most genial and witty speech, in which he referred to Rebel sympathies in France, his experiences in Brazil and elsewhere, the escape of the Florida, the fight with the Alabama, the way he was abused by the Times, and attacks in Parliament. The manner in which this speech reads, and the style in which the different allusions are made, suggest that it was delivered with a grace more nearly approaching to the French *bonne humeur* than anything we have seen for some time. He thinks the fight between the Kearsarge and the Alabama nothing in comparison to the service rendered on blockade in mid-winter. Here is the Commodore's experiences at Brest:

"When we entered Brest, which we did because we had heard that the Florida was there, we found all around us nothing else but secession feeling. The Admiralty had intended to extend to us the Admiralty dinner; and I must say that, as far as his own feelings were concerned, I believe him to be on the Union side, but I also believe him to be an exception, as far as every where else people believed that the Southern people were fighting against an immense North, who had their heels upon their necks and were trying to keep them down. They knew not what to do with us. We were told that they had no money to pay us, and I asked the question at issue. It was simply with them a fight of the minority against the majority; if you know anything of Frenchmen, you will know that men with a mind to be for the minority."

The Commodore was told that he could not go out with twenty-four hours after the Florida had sailed, but he left at a time when the Admiral had drawn the chains across the inner channel, and had given orders that no vessel should go out, piloting the ship himself. Unable to find the whereabouts of the Georgia, which he had received information from the American Minister, he passed the Tagus and proceeded up the channel. He proceeded to Queenstown, where he was greeted with a secession reception similar to the one he enjoyed at Brest. His return to the Admiral, whose ill-temperacy it was to inform him that he must leave the port within twenty-four hours, and who ended a long debate by asking him to dinner, seems to afford the Commodore's elation in the presence of the world. The result was that he (the Commodore) always required twenty-four hours' notice in accepting an invitation to dinner! As an evidence of one of many of the Kearsarge's good works, the Commodore says:

"When we entered the British Channel, we found it filled with American vessels, all ready to venture out to sea. The secession agents were very active in publishing the news that the Kearsarge had been captured, and the Georgia in another, and the rest were to be sent to the Orient, and to various ports in Holland, directing our cables to order them to proceed down the channel, and I would give them the address of every merchantman who was to be sent to the Orient, and the world might not be able to catch up with them."

It is only the occurrence of some frightful calamity that has the power to startle us out

of our apathy, and even then the good effect is but momentary, and we go on our old way again, as heedless of danger as if fire and water had no power to destroy. When two locomotives dash into each other like a couple of mad bulls, and a score or two of living, breathing human beings are crushed out of all semblance of humanity, we begin to think that a double track would be proper, and that, perhaps, railroad corporations ought to be, in some measure at least, responsible for the lives destroyed through the carelessness or incompetency of their servants.

Gentlemen, in reference to this fight with the Alabama, I say it was important in its consequences from the fact that it took place at a period of time when the depression of feeling in America was such as I had never seen before. It was a dark hour of the day for them; and when the fight with the Alabama took place, when it was discovered that not withstanding the gallant services sent to the Kearsarge, the Alabama was not to be beaten, nothing could exceed the light that this put upon all loyal Americans in Europe. It cleared the way; the cloud was removed, and the sun shone forth in all its beauty and grandeur, and the world awoke from all its torpor, and sent us into a very short time, that we were to take us into Concord, and make a corner of the Kearsarge, and say, "Well, we are here, and come on to the Kearsarge, and come on to the Kearsarge, nothing could exceed the light that this put upon all loyal Americans in Europe. 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